

Title	Demonstrate knowledge and readiness for airline multi-crew flying operations		
Level	6	Credits	35

Purpose	People credited with this unit standard are able to demonstrate knowledge of multi-crew airline flying operations, and demonstrate multi-crew skills for airline flying operations.
----------------	---

Classification	Aviation > Aircraft Operation
-----------------------	-------------------------------

Available grade	Achieved
------------------------	----------

Guidance Information

- 1 The simulated air operations requirements covered by this unit standard must be demonstrated in accordance with the Civil Aviation Rules Part 121 and/or Part 125 and other relevant rules, published by the Civil Aviation Authority of New Zealand, PO Box 3555, Wellington 6140, and their subsequent amendments.
- 2 Definitions, abbreviations, and acronyms used in this unit standard are to be found in:
 - a *Civil Aviation Rules Part 1* on the CAA website at <https://www.caa.govt.nz>, and
 - b *Aeronautical Information Publication (AIP)* published by Aeronautical Information Management (AIM), PO Box 294, Wellington 6140 or on the AIM website at <http://www.aip.net.nz>.
- 3 Evidence presented for assessment against this unit standard must be in accordance with industry texts and standards.
- 4 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.
- 5 Industry standards and recommended practices are those set in place by the CAA.
- 6 Industry texts may include but are not limited to – Civil Aviation Act 1990, aircraft flight manuals, CAA Rules, CAA Advisory Circulars, operator exposition.
- 7 The flying operations for this unit standard may be simulated. The simulation must be of a standard that reflects the environment of an aircraft, and be representative of typical Electronic Flight Instrument System (EFIS) turboprop or jet airliner, or equivalent, as the minimum standard.
- 8 Industry requirements are that the candidate must meet the eligibility requirements of the Civil Aviation Act 1990 and the Civil Aviation Rules Part 61 for a commercial pilot licence with multi-engine instrument rules privilege.

Outcomes and performance criteria

Outcome 1

Demonstrate knowledge of multi-crew airline flying operations.

Performance criteria

- 1.1 The physical differences between small twin engine aircraft and multi-crew airline aircraft are explained.
- Range may include but is not limited to – mass and size (greater than 5700 kg MCTOW), inertia and momentum, loading and centre of gravity range, reference speeds, physical dimensions.
- 1.2 The effects of adverse weather in multi-crew airline operations are explained.
- Range may include but is not limited to – low cloud/fog, wind shear, contaminated runways, air mass thunderstorm cycle, severe thunderstorm anatomy, microburst, weather radar, recovery techniques.
- 1.3 The application and use of key aircraft systems are explained.
- Range key aircraft systems include but are not limited to – GPWS, additional attitude indicator, weather radar, TAWS, ACAS; application may include but is not limited to – alert conditions, excessive barometric descent rate, excessive terrain closure, altitude loss after take-off and go-around, bank-angle alert.
- 1.4 The handling differences between small twin engine aircraft and multi-crew airline aircraft are explained.
- Range may include but is not limited to – turbo-prop/jet handling, turbo-prop/jet aerodynamics, multi-crew, threat and error management, SOPs, checklists.
- 1.5 The purpose and application of airline manuals are explained.
- Range may include but is not limited to – operations manual, training standards manual, ground handling manual, operator's maintenance manual, quick reference handbook (QRH), pilot's reference manual.
- 1.6 The principles and application of non-technical skills (NOTECHS) are explained.
- Range NOTECHS may include but are not limited to – situational awareness in the cockpit, command and leadership, crew resource management, synergy, workload management, decision making, awareness of human error.

1.7 The purpose of Safety Management Systems (SMS) in a commercial airline is explained.

Range includes but is not limited to -- incidents requiring reporting under Civil Aviation Rules Part 12 or under company requirements.

1.8 Pilots' responsibilities within SMS in commercial airlines are demonstrated.

Range includes but is not limited to -- Occupational Safety Reports (OSRs) or equivalent.

Outcome 2

Demonstrate multi-crew skills for airline flying operations.

Performance criteria

2.1 Flying operations and use of NOTECHS, as pilot-in-command (pilot flying), and as first officer (pilot monitoring), are demonstrated.

Range flying operations may include but are not limited to – flight management; managing autopilot; reacting to situational changes (weather, technical systems, health status of passengers, airport closure);
NOTECHS include but are not limited to – situational awareness in the cockpit, command and leadership, crew resource management, synergy, workload management, decision making, awareness of human error.

Planned review date	31 December 2028
----------------------------	------------------

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	15 April 2011	31 December 2018
Review	2	20 October 2016	31 December 2027
Review	3	28 September 2023	N/A

Consent and Moderation Requirements (CMR) reference	0028
--	------

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

Please contact Ringa Hora Services Workforce Development Council qualifications@ringahora.nz if you wish to suggest changes to the content of this unit standard.